

# Hongkong Daily Press.

ESTABLISHED 1847

No. 13,348 號捌拾肆百叁千叁萬第 日捌十式月十年六十二緒光 HONGKONG, WEDNESDAY, DECEMBER 19TH, 1900. 三拜禮 號玖十月式十年百九千壹英港香 PRICE \$2½ PER MONTH

**DISINFECT**  
WITH  
**WATSON'S HYGIENOL.**  
(REGISTERED).  
**A. S. WATSON & CO. LIMITED,**  
THE HONGKONG DISPENSARY.  
[1692]  
**CUTLER, PALMER AND CO.**  
WINE SHIPPERS SINCE 1815,  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central  
[41]  
**NAPIER JOHNSTONE'S**  
**SQUARE BOTTLE WHISKY**  
The sale of this good Scotch increases month  
by month. It is of Superb Quality and of  
CUTLER, PALMER & CO.'S SELECTION.  
Sole Agents for  
**LANE, CRAWFORD & CO.**  
Hongkong.  
[41]  
**JOHN WALKER & SONS'**  
**FAMOUS KILMARNOCK WHISKY.**  
This World-renowned,  
Fine Old Highland Whiskies are shipped  
by CUTLER, PALMER & CO., and  
are obtainable in Hongkong of  
**SIEMSEN & CO.**  
Hongkong, 26th July, 1897. [48]

**CUTLER, PALMER & CO.'S**  
PRICES \$10.75 PER DOZEN  
NET  
"SPECIAL BLEND" WHISKY  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
**SIEMSEN & CO. Hongkong.** [49]

**HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.**  
**TIME TABLE.**  
**WEEK-DAYS.**  
7.30 a.m. to 8.30 a.m. Every quarter of an hour  
8.30 a.m. to 9.30 a.m. Every ten minutes  
9.30 a.m. to 10.45 a.m. Every quarter of an hour  
11.30 a.m. to 3.00 p.m. Every quarter of an hour  
3.30 p.m. to 6.30 p.m. Every quarter of an hour  
6.30 p.m. to 8.00 p.m. Every ten minutes  
8.45 p.m. to 11.15 p.m. every half hour  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.15 p.m. every half hour.  
**SATURDAY.**  
Extra Night cars at 11.30 and 11.45 p.m.  
**SUNDAYS.**  
8.15 a.m. to 10.15 a.m. Every half hour  
10.30 a.m. to 11.00 a.m. Every ten minutes  
Noon to 2 p.m. Every quarter of an hour  
2.45 p.m. to 8 p.m. Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.15 p.m. every half hour.  
SPECIAL CARS by arrangement at the Com-  
pany's Office, 38 & 40, Queen's Road Central.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 1st May 1899. [4250]

**VICTORIA CYCLE EMPORIUM.**  
The pleasure of cycling consists in having  
a first class Machine, and the above Es-  
tablishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLE" CYCLES,  
and we also supply fittings of every description.  
Bargains can be had in second hand Machines.  
Repairs executed with promptitude and skill.  
Examining a specialty.  
**ACKIRDY & CO.**  
43 & 43A, QUEEN'S ROAD EAST.  
Hongkong, 3rd November, 1899. [2508]

**RUINART FINE & FINE REIMS**  
Established 1718.  
**CHAMPAGNE GROWERS AND SHIPPERS.**  
Ship only the Finest Quality  
Extra Dry (Green Seal)  
**LAURENCE & CO.**  
Sole Agents.  
Hongkong, 17th May, 1895. [1621]

**GREEN ISLAND CEMENT COMPANY**  
**PORTLAND CEMENT.**  
\$1.00 per Bag of 37½ lbs. net weight.  
\$2.00 per Bag of 250 lbs. net weight.  
**SHEWAN TOMES & CO.**  
General Managers.  
Hongkong, 1st July, 1899. [3100]

**COTTAM & CO.**  
DRESS SHIRTS.  
DRESS TIES.  
DRESS SHOES.  
DRESS GLOVES, &c., &c.  
[35a]  
**SCHLITZ WORLD FAMED BEER**  
IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.  
**TONIC AND REFRESHING.**  
SOLE AGENTS—  
**WATKINS, LIMITED,**  
CHEMISTS, AERATED WATER MANUFACTURERS, AND  
COMMISSION AGENTS,  
HONGKONG. [112a]

**PHOTOGRAPHIC**  
PLATES, PAPERS AND CHEMICALS.  
EASTMAN'S KODAK'S, FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.  
**A. CHEE & CO.,**  
17A, QUEEN'S ROAD, HONGKONG. [390a]

**THE VICTORIA DISPENSARY, HONGKONG.**  
**AERATED WATERS.**  
SIMPLE AERATED WATER. LEMONADE. SODA WATER. GINGER ALE.  
SARSAPARILLA. TONIC WATER. RASPBERRYADE. LEMON SQUASH.  
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [33]

**LANE, CRAWFORD & CO.**  
A VARIED ASSORTMENT OF  
**CHRISTMAS AND NEW YEAR GIFTS.**  
FANCY LEATHER GOODS.  
ELECTRO-PLATED WARE.  
LAMP AND LACE SHADES, Etc.  
AYALA AND ROUSSILLON CHAMPAGNE.  
WINES, SPIRITS AND LIQUEURS.  
[32a]

**CUTLER, PALMER & CO.**  
ESTABLISHED IN LONDON IN 1815.  
SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned—  
**SUPERB OLD COGNAC, \$22.50 PER DOZ.**  
Distinguished by 4 Stars on the label.  
**ANOTHER FINE COGNAC, \$16.75 per doz.**  
Less old than the above.  
**THE ELITE OF WHISKY—**  
**THE "PALL MALL,"**  
\$20 PER DOZ.  
11 Years old; the finest quality shipped.  
Each bottle bears an Analyst's certificate.  
**O. P. & Co.'s OWN SPECIAL**  
**BLEND WHISKY,**  
\$10.75 PER DOZ.  
Very soft, palatable, and mature.  
EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE.  
AGENTS—**SIEMSEN & CO., HONGKONG.** [41a]

**BITTERS.**  
ANGOSTURA (SIEGERTS).  
BOKERS.  
PEACH.  
AMER D'OR (LUXARDO).  
DANVITA.  
ORANGE.  
C. O. Q. (COCKTAIL-BITTERS).  
POMERANZEN.  
**CALDBECK, MACGREGOR & CO.**  
WINE AND SPIRIT MERCHANTS.  
15, Queen's Road,  
Hongkong, 15th December, 1900. [36a]

**W. BREWER & CO.**  
**CHRISTMAS CARDS!**  
**CHRISTMAS PRESENTS**  
FOR ALL AGES.  
A LARGER STOCK THAN EVER.  
Nos. 23 & 25, QUEEN'S ROAD.  
**BUSINESS HOURS.**  
WEDNESDAY ... .. DECEMBER 19TH  
THURSDAY ... .. 20TH 8 A.M.  
FRIDAY ... .. 21ST until  
SATURDAY ... .. 22ND 6 P.M.  
MONDAY ... .. 24TH [31]

**UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).**  
SOLE AGENTS IN  
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE  
**UNITED ASBESTOS COMPANY, LTD., LONDON.**  
CONTRACTORS TO H. M. GOVERNMENT.  
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,  
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the  
best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on  
Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR"  
METALLIC BOILER JOINTS as SUPPLIED TO H. M. and other FOREIGN NAVIES.  
ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-  
sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and  
FUNNEL PAINT "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.  
"CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts  
to be the best Metal in the Market.  
ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.  
Chief Superintendent ... .. THOMAS SKINNER.  
Superintendent ... .. ARCHIBALD RITCHIE.  
[37a] **DODWELL & CO., LIMITED** General Managers

**KELLY & WALSH, LD.**  
**CHRISTMAS NOVELTIES:**  
LEATHER and FANCY GOODS SUIT-  
ABLE for PRESENTATION.  
WRITING CASES, BLOTTERS, PHOTO  
ALBUMS, FRAMES and SCREENS,  
LETTER CASES, CARD CASES,  
PURSES, CIGAR CASES, CIGAR-  
ETTE CASES, POCKET DIARIES,  
&c., &c.  
A LARGE VARIETY of LOEWE and  
R. B. B. BRIAL PIPES.  
**CHILDREN'S GAMES.**  
NEW CHILDREN'S PICTURE BOOKS  
and ANNUALS.  
BOYS and GIRLS ANNUAL.  
CHATTERBOX CHUMS, LITTLE  
FOLKS, &c., &c.  
SANDOW'S OWN COMBINED DEVE-  
LOPERS.  
**CHRISTMAS AND NEW YEAR CARDS.**  
EUROPEAN HAND-PAINTED CARDS.  
BLANK CARDS for PRIVATE  
GREETINGS.  
ART CALENDARS.  
An enormous Selection of  
PICTURES, STUDIES and ENGRA-  
VINGS,  
by the Best Artists.  
POETS and STANDARD AUTHORS  
in HANDSOME LEATHER BINDINGS.  
PRAYER BOOKS and DEVOTIONAL  
BOOKS.  
BIRTHDAY BOOKS.  
The IMPERIAL and CHINESE  
DIARY.  
\$1.25 [30a]

**FINE OLD WHISKIES.**  
**FOR FINE OLD.**  
\$15.00 Per Doz.  
**CLUB.**  
\$12.00 Per Doz.  
**DEWAR'S EXTRA SPECIAL.**  
\$14.00 Per Doz.  
SOLE AGENTS—  
**H. PRICE & CO.**  
12, QUEEN'S ROAD.  
[36a]

**THE ROBINSON PIANO COMPANY, LIMITED.**  
Are introducing TWO ORIGINAL DESIGNS of their well-known PIANOS "Made in  
Hongkong," and as they are gradually increasing their staff of workmen and have always from  
Fifteen to Twenty Pianos in course of construction, they can now guarantee completion of  
orders within a few days. Samples can be inspected at our Show Rooms.  
Valuable Instruments perfectly restored and modernized. [2873a]

**XMAS GOODS! XMAS GOODS!!**  
JUST RECEIVED AND UNPACKED IN SPLENDID CONDITION.  
A VERY FINE ASSORTMENT OF FRENCH, ENGLISH AND AMERICAN  
FANCY SWEETS, CHOCOLATES, BISCUITS, & CAKES, &c.  
ALSO A FINE DISPLAY OF  
**PARISIAN TOYS**  
FOR BOYS AND GIRLS OF ALL AGES.  
RIVER AND COAST PORT ORDERS PROMPTLY EXECUTED.  
**G. GIRAULT,**  
6, QUEEN'S ROAD CENTRAL.  
[3091]

**LESSONS IN FRENCH.**  
NEW and easy method of learning French  
in a few months, mainly by conversation,  
by a Frenchman. Turnover modern.  
Please address—  
B. E.  
Care of Office of this Paper.  
Hongkong, 16th December, 1900. [3101]

**HONGKONG HOTEL.**  
A First Class Hotel in every respect  
Elegantly Furnished Reading, Music, and  
Smoking Rooms.  
Dining Accommodation for 250 persons.  
Hydraulic Elevators to every floor.  
Cuisine of the best.  
Hot and Cold Water throughout  
Wines and Groceries imported specially from  
Europe and America.  
Electric Lighting in the Billiard Rooms.  
Wines, &c., cooled by Refrigerator.  
All Hotel Linen washed on the premises by  
Machinery.  
Bedroom Accommodation—132 rooms.  
Fire Extinguishing Mains on every floor.  
CHARGES MODERATE. [44]

**THE PEAK HOTEL.**  
City Office: 7, Duddell Street. [1028]  
**HOTEL CRAIGIEBURN.**  
**PLUNKET'S GAP, The PEAK, near the**  
Tram Terminus.  
Tel. 56.  
For Terms, apply to the **MANAGER.**  
Hongkong, 2nd July, 1900. [1029]

**THE WAVERLEY HOTEL.**  
ICE HOUSE STREET, HONGKONG.  
A  
**FIRST-CLASS PRIVATE HOTEL.**  
Handsomely Furnished and Exceedingly  
Spacious Rooms.  
Very MODERATE TERMS to FAMI-  
LIES by the DAY or MONTH. [45]

**THE CONNAUGHT HOTEL.**  
A FIRST CLASS HOTEL of 45 Bed-  
rooms, elegantly furnished.  
The Hotel is situated near all the Banks and  
Principal Offices in the Colony.  
Special Attention paid to the Comfort of  
Guests.  
Cuisine excellent; under Experienced Ma-  
nagement.  
Terms Moderate. **A. FONSECA,**  
Manager.  
Hongkong, 1st December, 1899. [46]

**KOWLOON HOTEL.**  
THIS HOTEL is situated in a quiet  
locality, away from the din and distur-  
bance of the City, and surrounded by a deligh-  
ful Garden, it is an ideal place of Residence.  
The building stands on an eminence, giving a  
magnificent view of the Harbour and the  
City of Victoria. It is within easy access of  
the Kowloon Wharves, where the principal  
Mail Steamers disembark Passengers, and from  
which there is a regular ferry service to Hong-  
kong.  
Bowling Alleys and Billiards.  
The Cuisine is Excellent.  
**J. W. OSBORNE,** **J. H. DOWNS,**  
Proprietor. Manager.  
Hongkong, 8th September, 1900. [3096]

**HING KEE HOTEL.**  
(ESTABLISHED 1873)  
**MACAO.**  
THIS First class and well-famed establish-  
ment is pleasantly situated in the centre of  
PRATA GRANDE, facing south, with a  
charming view of the sea on the front. Com-  
fortable and well furnished Bed-rooms.  
Cuisine Excellent. Prompt Attendance.  
Terms very Moderate.  
**L. HING KEE, Proprietor.**  
Telegraphic address "HINKEN" [3019]

**RAFFLES HOTEL, SINGAPORE.**  
SITUATION UNSURPASSED.  
THE Finest Hotel in the East. Rooms ex-  
tensive. Every Room with Private Bathroom  
attached. Cuisine under two French Chefs.  
CURRIES A SPECIALITY  
Every Home Comfort.  
Electric Bells throughout the Hotel.  
Electric Lights.  
Electric Fans.  
Terms Moderate. **BARKER BROTHERS,**  
Proprietors.  
Singapore, 16th August, 1900. [321]

**CARBOLINUM-AVENARIUS**  
Used for over TWENTY YEARS.  
Thoroughly reliable preservative for Wood  
and Stone against White Ant, Decay, Fungus  
Rot, and Damage.  
Sole Agents for China,  
**LUTGENS, EINHORN & CO.**  
Hongkong, 31st August, 1897. [189]

## INTIMATION.



**A. S. WATSON & CO.,**  
LIMITED.

**SPECIALITIES FOR THE**  
**SEASON.**

**PORT WINE**  
AND  
**SHERRY**  
the finest Vintages.

**CLARETS**

including Wines from the most celebrated Chateaux.

**SCOTCH WHISKY.**

Our Whiskies are so well known and appreciated that comment is unnecessary.

**CONFECTIONERY.**

Imported from the leading London and Parisian Houses.

**COGNAC BRANDY.**

Hennessy's finest productions.

Quality guaranteed.

**AERATED WATERS**

Absolute purity guaranteed.

**A. S. WATSON & CO.**  
LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

**The Daily Press.**

HONGKONG OFFICE: 14, DES VUEX ROAD, CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, December 19th, 1900

CERTAIN successes which have recently fallen to the lot of the Boers, the most serious of which was the reverse inflicted on General Clements at Noitgedacht, will no doubt be attributed by the Continental critics to that reorganisation of the Boer army which is said by them to have followed on the "Draconian measures" of Lord Roberts. What was Draconian in the measures we have yet to learn. It is certain that no other European nation would have adopted such gentle expedients in face of plots against the life of the Commander-in-Chief, an intelligence department almost as well organised as in the early days of the war, the sniping of soldiers from apparently friendly farm-houses, the violation of oaths, and other such practices as the Boers have not shrunk from. The German treatment of the French peasantry in the Franco-Prussian War was far stricter, even when we make full allowance for the national bias shown in the French accounts of that gloomy period in the history of France. It may indeed be questioned whether Lord Roberts's failure to act with sufficient severity until but a short period of his departure from the Cape has not actually prolonged the war. But we must not treat too seriously the attacks of Continental journalists. It is interesting, however, to read the account in the *Amsterdam Handelsblad* of the manner in which the Boer forces left in the field have been reorganised, for there is an appearance of authenticity in the story. Immediately after the declaration of the annexation of the Transvaal an order was issued by the Boer leaders, limiting all commandos to a minimum of 300 and a maximum of 500 men, divided into companies of from one to two hundred under field-cornets and sub-sections of fifteen men under corporals. The election of officers by their commands is superseded by nomination from head-quarters. It is further stated that discipline is strictly enforced, and daily pay established for men and officers alike. Therefore, says the *Handelsblad*, Lord Roberts was wrong when he spoke of "marauding bands." The Boers are a regularly composed and officered force, under the strict rules of war, in fact, a regular army to a fuller degree than at the beginning of the war, when they were already recognised as belligerents. A state-

ment of this nature is easily proved or disproved. The facts of the case are against the contention of the Boers' supporters. Lord Roberts's description of his opponents has been exactly verified. Until within a little time of the annexation of the former Transvaal Republic it might have been possible, by a stretch of language, to talk of a Boer "army." It most assuredly is not possible to do so now. No admiration for Commandant De Wet's adroitness can really blind anyone to the fact that he is a guerilla chief. A regular army does not slip through the fingers of its enemies as De Wet's commando has, leaving a large part behind to rejoin as best they can. With the prolongation of the struggle in view, Commandant De Wet would be indeed foolish if he played into British hands by trying to maintain among his forces the semblance of an army. His very success depends on the rapid movements of his marauders, and as long as he can cause the trouble which he is causing now he will not quarrel about academic differences as to the name of his followers. Lord Kitchener has before him the remains of a very arduous task, but of his ultimate success none can entertain any doubt. As to when the end will be, the question appears to be as hard to answer as that of the termination of peace negotiations with the Chinese Government. Such reverses as that sustained by General CLEMENTS are unpleasant reminders of the strength of the guerilla forces. But the Boers are unable to follow up their advantages. They could not keep the Northumberland prisoners. Sooner or later they must be caught in an unfavourable situation and be reduced to a pitched fight. The reports of an intended insurrection in Cape Colony, sedulously circulated, have come to nothing. It cannot be believed that the Dutch at the Cape have remained quiet so long only to throw away the reward of their patience. Moderate counsels have prevailed to prevent the absolute ruin of South Africa, British and Dutch alike.

Our readers will remember that our Swatow correspondent wrote last month of the mischievous action of the French gunboat *Comete*, which arrived at Swatow from Canton on the 13th November and proceeded northward along the coast to Tchia Na, a great trading centre. Our correspondent gave instances of the high-handed way in which the French had acted, and deplored the evil effect which this conduct was having on the local officials and people, who were reduced to a state of panic. The exaction of indemnities for destruction of mission property from villagers who had not themselves been guilty of the outrages was described as unjust, and fear was expressed that the much talked-of rebellion might actually break out, if the *Comete* persisted in her course of action. Now, presuming that our correspondent did not write without due examination into the reports, which we have every reason to believe he did not, it cannot be said that this language was intemperate or that remarks unjustifiable. Our contemporary *L'Avenir du Tonkin*, however, evidently thinks so, for in its issue of the 10th-11th instant there is a translation of part of our correspondent's letter, with a comment appended which we refrain from translating for fear of spoiling the force of the original. It runs as follows:—  
"Note. Nos bons amis les Anglais sont furieux de nous voir nous immiscer dans les affaires de Chine et agir vigoureusement aux environs de Canton. C'est tout au plus s'ils ne nous traiteraient pas de sauvages et de barbares. John Bull se range les poings de rage, parce qu'il est impuissant à que les Boers lui dament le pion dans l'Afrique du Sud, mais... la 'have du crapaud n'atteint pas la blanche colombe, si tant est que la colombe est blanche."

The reference to South Africa was, of course, inevitable; no remarks about *les Anglais* would be complete without it. If the impotence due to the fact that "the Boers have outplayed us" is manifested in our refraining from disturbing districts where there is no trouble existing, then the result is excellent. But we have not been so tied up in South Africa as not to be able to land troops where they are wanted. It is not the lack of resources which British residents in China have had to complain of, but the ignorance and inaction of the home authorities and their unwillingness to use the resources at hand. As for French intervention in Chinese affairs, it has been welcomed in common with that of the other Powers, as long as French action does not run counter to the policy of the Allies. But independent French action near Swatow is no more welcome than independent Russian action at Newchwang or independent Japanese action at Amoy. For the same reason the British policy of landing troops at Shanghai was objected to; but in this case there was no harrying of natives or stirring up trouble where all was quiet. Shanghai had been an excited state for months and there was a

strong call from no small part of the foreign residents for more protection. France, Germany, and Japan have admitted this since by landing troops "for the protection of the Settlements." What was legitimately censured in the proceedings of the *Comete* was that the "white dove" by its "vigorous" behaviour was threatening the peace of the whole Swatow neighbourhood, scaring inoffensive natives, and arousing fears that the predicted rebellion might actually become a fact. The question of compensation for damage to mission property generally is included among the points under the consideration of the peace negotiators. There is, therefore, an obvious impropriety in any one nation exacting compensation on its own account. No denial has been published of the *Comete's* conduct. In such cases conscious innocence is not apt to remain silent. It is therefore not unfair to assume that our correspondent's charges are founded on fact.

The British transport *Lothian* left yesterday for Calcutta.

The only case of communicable disease notified as occurring in the Colony last week was one of small-pox, outside the limits of the City of Victoria.

On page 5 we publish to-day a special article on "Europe and the Chinese Outbreak," by M. Jean de Bloch, author of *The War of the Future*, etc.

For the first time since the 27th of November a fresh plague case has been reported. This occurred during the 24 hours ending at noon yesterday and resulted in death.

The P. & O. steamer *Chusan* left Singapore for this port on the 17th inst. at 4 p.m., with the outward English Mails, and is due here on the 23rd inst. at about 8 a.m.

The Fire Brigade turned out yesterday to a fire supposed to have broken out in the Wanchai district, but found, when they got to the Police Station there, that the alarm was a false one.

As will be seen from our advertising columns, a scientific catch-weight boxing tournament, for a silver cup presented by Mr. W. B. Waters, takes place in the City Hall to-night, commencing at nine o'clock. The competition is sure to be an interesting one.

The proposed chess match on Monday between the Army and Civilian did not come off, owing to the failure of the Army, through the sickness of some of their members, to raise a team. The contest for the Club Championship, of which Mr. H. E. Pollock, Q. C., is the holder, has commenced.

The formal opening of the railway to Korat was to take place on the 14th instant, when the King of Siam was to proceed by special train to Korat and remain there a few days. No foreigners beyond the railway officials were to be invited to accompany the King.

The *Bangkok Times* says:—The term of Mr. Slade's engagement with His Majesty's Government ends at the close of the year, and according to present arrangements, we understand, he returns to Burma early next month to resume his duties under the Forest Department of India.

We are informed by a Hindoo gentleman that it is not the fact that the portion of Happy Valley set apart for Hindoo interments will not admit of any more burials. He says there is room for a dozen or more, and expresses surprise that the Government should close the section against further interments.

In *The Government Gazette Extraordinary* issued this day it was notified that Monday, the 24th December, will be observed as a Public Holiday, in addition to the three prescribed Public Holidays, Christmas Day, the 26th December, and the 1st January. Wednesday, the 2nd January, will also be observed as a holiday by the Government Departments. A notice has also been circulated by the banks that they will close for public business on Monday, Tuesday, and Wednesday next, the 24th, 25th and 26th instant.

The Hongkong Hockey Club met the Officers of the Garrison at Happy Valley yesterday, when the teams were:—Hongkong: Goal—MacLaren, R.N.; backs—P. Wodhouse and A. N. O'Neil; half-backs—H. W. Slade, F. B. Deacon, and H. Strong; forwards—R. G. Gerrard, G. Gibson, R.N., Shettle, R.N., Hazel, R.M.L.I., and Grant Smith. Garrison: Goal—Major Mould; backs—Capt. Loring and Capt. Beasley; half-backs—Bundell, B. Thornhill, and Hall; forwards—Caulfield, Stevens, Langhorne, Tullock, and Dykes. The game throughout was almost entirely in favour of the Garrison, who won easily by three goals to one.

A lot of litigation about a very small sum is reported from Japan. A certain Mr. Mizobe instituted proceedings against the Minister of State for Communications claiming 3,700 yen. Mr. Mizobe's case was that he had paid his fare and received a ticket for a railway journey, but that the ticket having been taken from him by one of the railway officials, he was compelled to pay a second time. The Tokyo Court awarded him a sum of 15 yen and he has appeared against the judgment. This is almost a parallel, says a Japanese contemporary, to the case recently brought to a conclusion after five years' litigation. The sum in dispute was 4,000 yen, two gentlemen being equally persuaded that each owed the other that amount in settling accounts. They carried the matter from tribunal to tribunal and finally reached the Court of Cassation.

An experimental consignment of rifles captured from the Boers is to be sent to India with a view to the possible utilisation of these weapons for the frontier levies.

A Paris telegram of the 10th inst. states that the commencement of work on the Vietri-Luokay and Nimbhinh-Gienquinh sections of the Indo-Chinese railway—has been officially authorized.

An Order of the Day was adopted in the French Chamber on the 8th December, by 441 votes to 1, that the Chamber, faithful to the traditions of France, counts on the Government to repress all acts of slavery in French Colonial territories.

A commission on the subject of the revision of the powers of native judges in French colonies has expressed itself in favour of the absolute abolition of corporal punishment. This opinion will be received with interest in Indo-China, when the question is a vexed one.

In the Japanese Budget for 1900-1901 the estimate of revenue amounts to 236,716,179 yen, while the expenditures aggregate 233,936,699 yen, showing a balance of 2,779,470. Additional estimates are provided for in a special budget, the revenue being 15,181,734 yen, and the expenditure 16,956,450 yen—a deficit of 1,774,716 yen. The total balance, therefore, is 1,004,753 yen.

In the report of Count von Billow's Reichstag speech a Paris telegram in the *Courier d'Haiphong* adds a little to what we have already had. Count von Billow said that Germany could not treat politics in the spirit of a Don Quixote. Popular demonstrations, he continued, are useless and purely platonic. Finally he commended the attitude of M. Delcasse.

Among the recent arrivals from Europe to Colombo is Mr. Von Kamm, a distinguished member of the Imperial Russian Civil Service. He was en route to Bombay to assume duties there as Consul General in India. He has been in Bokhara as the Russian Consul there, and counted distinguished services which have entitled him to the present office, which by the way is the first of its kind created in British India.

On the 27th ult. a Russian officer, in uniform, with "Wellington" boots and spurs, was noticed loitering in the vicinity of the Galle Face Battery, Colombo, armed with a camera. He seemed to be "snap-shooting" the defences, and was promptly arrested and sent under a military escort to the Military Headquarters. He was taken before the Chief Staff Officer, Colonel the Hon. E. Noel, but no plates containing imprints of the Battery were found in the camera, and the officer was released. He was a passenger by the Russian steamer *Saratoff*, which had arrived in harbour the same morning from Vladivostok.

Spain is about to change her method of reckoning time, and, beginning on January 1st, 1901, the hours of the day will be numbered from one to twenty-four, instead of on the system now in use. The Queen-Regent has signed a decree establishing the new method of indicating time in the Spanish Kingdom. This decree provides that for all official and railway purposes, time shall be regulated by the time of the Greenwich Observatory, commonly known as West or European time. The hour of midnight will be designated at twenty-four. The interval, for instance, between midnight (24) and one o'clock will be designated as 0-05, 0-10, 0-15, 0-20, 0-25, 0-30, 0-35, 0-40, 0-45, 0-50, 0-55, 0-59, 0-00, 0-01, 0-02, 0-03, 0-04, 0-05, 0-06, 0-07, 0-08, 0-09, 0-10, 0-11, 0-12, 0-13, 0-14, 0-15, 0-16, 0-17, 0-18, 0-19, 0-20, 0-21, 0-22, 0-23, 0-24.

## POLICE COURT.

Tuesday, 18th December.

BEFORE MR. HAZELAND.

**HEAVY FINE.**  
Chan Ngan, master of ballast boat No. 243, was charged, at the instance of Sergeant Langley, with feloniously extracting stone from the Crown foreshore at Aberdeen on the 11th inst. He pleaded guilty, and was fined the full penalty—\$100. The fine was paid.

BEFORE MR. KEMP.

**STEALING CROWN PROPERTY.**  
Wang Ho, a coolie, admitted stealing eight canvas bags, value half-a-dollar, the property of the Crown, at Kowloon on the 17th inst. and was sentenced to three months' hard labour.

**UNLAWFUL POSSESSION.**  
Wan Shing, a coolie, pleaded guilty to the unlawful possession of about forty pounds of sugar, value \$250, on the 17th inst. and was fined \$10 or three weeks' hard labour. He went to prison.

A hawker named Leung Ia admitted the unlawful possession of a quantity of earthenware, valued at about three dollars, on the 16th inst. The penalty was \$15 or a month. He took the month.

For the admitted unlawful possession of a quantity of eggs and some dried fruit, value eighty cents, Chan Wa, a coolie, was mulcted to the extent of \$10, with the alternative of three weeks. He took the alternative.

**WILFULLY DAMAGING TREES.**  
Cheung Ling, a coolie, was charged with wilfully cutting and damaging trees and shrubs on the 15th inst.

He pleaded guilty, and was fined \$5 or 14 days. He retired for a fortnight.

**STEALING A PAIR OF SHOES.**  
Chin Shing, a Singapore shopkeeper, pleaded not guilty to stealing a pair of trousers, value forty cents, the property of a second-hand clothes dealer in Hollywood Road, on the 17th inst.

Evidence showed that the defendant entered the shop and purchased a jacket, and as he was leaving picked up the trousers and tried to bolt. He got fourteen days, without the option of a fine.

**HEAVY FINE FOR OPIUM.**  
Cheung Pak, a sampan coolie, had two charges against him—the first, of having in his possession two maces of prepared opium, without a valid certificate, and the second, of having in his possession eight taels and eight maces of raw opium, without a valid certificate, at Shanghai on the 18th inst. He admitted the second charge, but pleaded not guilty on the first. Evidence having been led, the defendant was found guilty and fined \$50 or two months' hard labour; he went to prison.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 18th December, 7.24 p.m.

**SALE OF OFFICES FOR FAMINE RELIEF.**

An Imperial Decree authorises the sale of official ranks for the relief of the famine in Shansi and Shensi.

**THE CHUCHOU MASSACRE.**

Another decree appoints Sheng, late Taotai of Shanghai, with the Governor of Chekiang, to settle the questions connected with the Chuchou massacre.

**THE WAR IN SOUTH AFRICA.**

London, 17th December, 4.30 p.m.

**RELEASE OF THE NORTHERN-BERLANDS.**

The Northern-Berlands who were captured in the defeat of General Clements have been released.

**ESCAPE OF DE WET.**

Part of Commandant De Wet's force has escaped, losing two guns.

**LORD METHUEN.**

Lord Methuen has captured a Boer laager. 120 British captured. 120 men of Brabant's Horse have been captured near Basutoland.

**GENERAL NEWS.**

London, 17th December, 4.30 p.m.

**WRECK OF A GERMAN SCHOOL-SHIP—GREAT LOSS OF LIFE.**

The German schoolship *Gneisenau* has been wrecked near Malaga. It is estimated that 100 cadets have been drowned.

**WAR OFFICE REFORM.**

A committee has been appointed to consider the question of reform at the War Office.

**REUTER'S SERVICE.**

London, 18th December.

**THE RECENT FIGHTING IN BRITISH SOUTH AFRICA.**

It is officially reported that General Clements has retired to Commando Nek unopposed. Five officers and nine men were killed and 18 officers and 555 men are missing, including four companies of the Northumberland. A considerable amount of transport was lost. The Boer losses were heavy. The Boers have since released five officers and 300 men.

The Boers surrounded and captured 120 of Brabant's Horse in a dale in the Lastron district.

Although a portion of De Wet's force was unable to pass the British lines at Thaba'nchu, De Wet and the main body escaped. Col. Gavne of the Royal Lancers was killed at Vryheid.

**PARLIAMENT.**

Parliament has been prorogued.

**HONGKONG VOLUNTEER CORPS.**

**"D" INFANTRY CO.**  
The members of the above company held their third shoot for a cup presented by Hon. J. J. Kerwick on Sunday, the 16th inst., on the Association Range at Kowloon. There was a fair attendance of members and the weather was ideal.

The following are the best scores—  
200 500 600 Handi. To-  
ys. yds. yds. cap. 99.  
Private A. Watson 32 39 35 99.  
Lieut. Skinner 25 32 30 11 98.  
Private A. Mackenzie 31 33 29 8 98.  
Private Horley 26 28 26 15 95.  
Private Grimshaw 24 29 19 18 90.  
Sergeant Blake 23 24 21 18 83.  
Capt. Forbes 23 29 21 12 83.  
Lieut. Greaves 26 27 17 15 83.  
Private Andrew 24 25 23 12 84.  
Private Graham 23 19 21 31 83.  
Corporal Ritchie 24 27 21 18 80.  
Winners of spoons.

**LATEST STEAMER MOVEMENTS.**

The P. & O. steamer *Chusan* left Singapore for this port on the 17th inst. at 4 p.m., with the outward English Mails, and is due here on the 23rd inst. at about 8 a.m.  
The Austrian Lloyd's steamer *Giulia* left for the West Coast of Africa on the 17th inst. at 1 p.m.  
The P. & O. steamer *Yongala* left Singapore for this port on the 17th inst. at 1 p.m.  
The P. & O. steamer *Chusan* will leave for Shanghai for this port on the 18th inst. at 6 a.m.

## THE NAVY LEAGUE.

GENERAL MEETING OF THE HONGKONG BRANCH.

The general meeting of the members and associates of the Hongkong branch of the Navy League was held in the Chamber of Commerce Room at the City Hall yesterday afternoon. The chair was, in the absence of Captain Hastings, occupied by Mr. H. E. Pollock, Q. C., who was supported by Captain Anderson, Messrs E. W. Mitchell, A. M. Marshall, and E. L. Richardson. There were also present Messrs J. J. Francis, Q. C., M. W. Slade, L. S. Lewis, A. J. May, J. P. Cottam, G. J. W. King, T. Skinner, Capt. Goddard, and Capt. Douglas. The CHAIRMAN said:—I am sorry not to see a larger attendance this afternoon, but I hope the committee may take it as a sign that the public are satisfied with the manner in which the committee have carried on the work of this branch during the past couple of years.

Our President, Captain Hastings, is absent from the colony, and the other members of the Committee have done me the honour of temporarily electing me to fill his place as Acting President, and the task devolves upon me, therefore, of addressing you at this present meeting. All of you will, I am sure, be pleased to learn that although we have not had the benefit of his presence and experience out here lately, Captain Hastings has been in consultation more than once, at their request, with the Executive Committee of the Navy League in London, and there can be no doubt that he has given them some very sound common-sense advice.

A short time prior to the last annual general meeting of the Navy League, I resigned my position as secretary and treasurer, in consequence of certain doubts which were entertained by General Black, who was then administering the Government, as to the expediency of my holding that position whilst acting in a Government appointment. I am glad to say, however, that our present Governor took a broader view of the question, and Mr. Slade had kindly acted as secretary and treasurer for a few months. I resumed my old position. I may mention that in both the Mauritius and Barbados branches of the Navy League the Governor and the General Officer Commanding are Members of the Committee, the Governor himself being the President.

It is now close upon two years since we held our last annual general meeting, and I am sorry to say that the blame for that lapse of time rests upon my shoulders as honorary secretary.

About this time last year, when an annual general meeting should in the ordinary course of events, have been held, I was kept extremely busy with Government work, and I hope, therefore, that you will kindly excuse the delay which has taken place. Although, however, we missed our annual general meeting last year, you will see from the report, which has been circulated to all of you, that your Committee has not been idle. If, as I hope will be the case, you approve of what has been done by the Committee, I trust that you will do your best to induce your friends to join this branch of the League. The Navy League is a National League and all British residents here ought to join it as a matter of patriotic duty. There is no entrance fee, and the subscription is only a small one, \$3 a year for members and \$2 a year for associates. Your Committee would like, especially at a critical time like the present, to be able to tell the Home authorities that all British subjects out here are supporters of the League, and you should bear in mind that, in supporting the Navy League, you are supporting our trade, for, without a strong Navy out here, we shall most assuredly not be able to maintain a strong policy in the Far East. Surely a trade of over forty millions sterling per annum with infinite possibilities of expansion, is worth looking after.

The first event of any importance, which took place during the two years under review, in fact only a few days after our last annual general meeting, was the dinner which was given by this branch of the League to Lord Charles Boreford, on the 3rd January, 1899. That dinner was very well attended, and was, I think one may say, a great success and will dwell as a pleasant memory in the minds of those who were present.

We were glad to note that Lord Charles Boreford was appointed a few months ago to the post of second in command in the Mediterranean Squadron, and he is doubtless keeping a watchful eye over every detail which may tend to the efficiency of the Service for which he has done so much.

One of the principal subjects which has occupied and still continues to occupy the serious attention of your Committee is the relative strength of the British Fleet in these waters, as compared with the Fleets of other Powers.

By our letter of the 30th March in this year we ventured to express our dissatisfaction upon the subject to the Head Office, but since then, it must be candid and fearfully confessed that our relative strength has still further diminished, and we have recently pointed out strongly the unsatisfactory nature of the present position.

At the dinner which we gave to him here, Lord Charles Boreford observed: "The first essential is to have command of the sea." Can we truthfully say that we have got that "essential" out in the Far East at the present moment? Obviously, I think, we cannot.

The Navy League is not a jingo body and its members are not "not Defence," but we certainly do think that we are so informed our Head Office, that in view of the increasing importance of our position in the Far East at the present time, if a sufficient number of battleships cannot be spared from Home waters to enable us to assume a more commanding naval position in the Far East, then it is abundantly clear that a new Naval Defence Act should be passed at once in order that the deficiency may be promptly remedied and also that steps should be taken to ensure the more speedy construction of our warships.

In the October number of the *National Review*, Mr. McHardy pointed out that whereas our proportion of modern battleships built and building in 1890 was 53 against 37 battleships belonging to France and Russia combined, our proportion of modern battleships built and building in 1900 is only 51 against the 50 battleships of the other two allied Powers. In protected waters, as he points out, our ratio is 50 of the two Powers in question has fallen from a ratio of 5 to 1 to a ratio of 23 to 10. The Navy League has recently been described in a leading article in the *Times*, as "a national institution, the present position of our comparative naval strength ought to give rise to reflections of the most serious character in the minds of all those who are concerned for the honour and prestige of this country." In view of the fact that the consequence of a fleet which would be disastrous to the country, it is difficult to speak calmly in face of the serious decline in our comparative naval strength.

attention to certain defects in the Land Defence of this colony, and the arming of our force and forces. Some steps have been taken and others are in progress, with a view to meet some of the deficiencies which we have pointed out, but much more remains to be done.

It is obvious that, in time of war, the duty of our Fleet would be to seek out the enemy's Fleet and engage it, and it would very seriously hamper the freedom of action of our Fleet, if it were felt that one or two fast hostile cruisers might possibly snatch possession of or very materially damage this important base for supplies and repairs.

The object, in short, which your Committee have set before themselves is that not merely should our Fleet not be kept up to a proper standard of strength as compared with the Fleets of other Powers, but also that this Colony should be put in such an adequate state of defence as to be able to hold out by itself against the attacks of a few fast hostile cruisers.

You may be glad to learn that the work which has been done by your Committee out here has met with the approval of the Committee of the Navy League in London. In a Circular Letter from our Head Office, which reached us only a few days ago, the following paragraph occurs in connection with the work which has been done by the Hongkong Branch of the Navy League:

"Hongkong. Founded in October, 1895, this Branch has from its inception been one of the best managed and hardest working Branches of the League. Its financial condition is good, and its support of the Head Office has been both consistent and liberal. The information it has furnished to London has been of the greatest value, and it may well consider that it has been of assistance to the Imperial authorities by drawing attention to unsuitable points connected with the defence of the colony."

Again let me say that we have no desire to be alarmists, but your Committee are anxious that the people at large—the people in whose hands the real power ultimately rests—the power of the vote and purse—should be able, through the agency of the Press, to discern matters clearly as they are, instead of being permitted to indulge in a dreamy optimism.

One can imagine nothing more dangerous to a nation than a state of false security, or fancied superiority over others.

The question is sometimes asked: "What is the use of this branch of the Navy League? What good does it do?"

Let it be our proud privilege to be able to answer that it is an organisation for teaching the electors of Great Britain the truth, about the whole truth, and nothing but the truth, about our comparative naval strength out here, and about the needs of this colony in the matter of defence.

If no one has any question to ask with reference to the report and accounts (which have already been published) I beg to move that they be adopted.

Captain ANDERSON said—Mr. President and Gentlemen, in rising to second the adoption of the report I am quite sure that I voice the views of all the members of the committee in acknowledging the very great assistance and benefit which we have derived from our worthy treasurer and secretary, Mr. H. E. Pollock. I think we have been exceptionally fortunate in having had him to guide us for the last two years. He has consistently maintained the weather-gauge. There seems to be a considerable amount of uncertainty in the public mind at present in regard to the state of the Navy, and it seems to me that people want reassurance. I think it will be found that the steps taken by our worthy chairman will tend very much to reassure them.

The CHAIRMAN said—The report is a very much obliged to Captain Anderson for the kind words he has used concerning me. Will those in favour of the report, and accounts passing kindly hold up their hands?

The motion was carried unanimously.

The CHAIRMAN—I think the only other business is the election of a committee. Perhaps some gentleman will kindly propose the election of a committee.

Mr. LEWIS—I beg to propose that the following gentlemen be the committee:—Captain Hastings (President), Mr. J. J. Francis, Q.C. (Vice-President), Mr. H. E. Pollock, Q.C. (Hon. Secretary and Treasurer), Captain C. C. Anderson, Messrs. B. Cooke, A. M. Marshall, E. W. Mitchell, R. L. Richardson, M. W. Slade, and Captain A. J. Tillett.

Mr. A. J. MAY seconded, and the motion was carried.

Mr. FRANCIS said—Gentlemen: I ask your leave, not that of the Chairman, to propose for your consideration a very heavy vote of thanks to Mr. Pollock for his services not only during the past two years but since the Association was instituted. If we have deserved well of the executive at home, if we have deserved the praise given in the circular which has been read, it has been entirely owing to Mr. Pollock's zeal, intelligence, and hard work in the interests of the League—(applause)—and I beg to propose a hearty vote of thanks to him.

Mr. M. W. SLADE said—I have the very greatest pleasure in seconding that. Gentlemen, not having had the experience which is required of the secretary, I had the misfortune to take up the post for some three or four months, and the number of details and odds and ends which required to be looked after made a serious call upon a man's time. I really do not know how Mr. Pollock finds time to do it all in the way he does. (Hear, hear).

The motion was carried with acclamation.

The CHAIRMAN said—I am very much obliged to you for the kind way in which you have received the remarks of Mr. Francis and Mr. Slade, and also to them for the kind way in which they have spoken about my services to the Navy League. I cannot tell you how I have enjoyed the amount of hard work which is required of the secretary. I had the misfortune to take up the post for some three or four months, and the number of details and odds and ends which required to be looked after made a serious call upon a man's time. I really do not know how Mr. Pollock finds time to do it all in the way he does. (Hear, hear).

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The motion was carried with acclamation.

A talented authoress whom all the world knows has lately happened to take up her residence just opposite a school, where, in the course of the educational routine, the children are wont to engage in certain anthological chants. The following correspondence took place:—The authoress to the schoolmistress:—"Miss—, beg that she will be good enough to arrange that there may be no singing class between—, working hours, when distractions are particularly distracting." The schoolmistress to the authoress:—"Miss—, presents her compliments to Miss—, and begs to state that if such a course were likely to prevent the writing of such books as 'The Horrors of Satan' and 'The Mysterious Erection' she would rejoice in arranging a singing period for every day from nine to two."

## SUPREME COURT.

Tuesday, 18th December.

## CRIMINAL SESSIONS.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, C.M.G. (CHIEF JUSTICE).

The criminal sessions opened yesterday morning, the following being the calendar:—

1. Bernard Jorus—defilement of a girl between 12 and 16 years of age.

2. Pailwan Khan.

3. Chan Chiu—(1) housebreaking; (2) receiving stolen goods.

4. Chan Chiu, Tang Wing, and Chan Kwan—(1) housebreaking; (2) receiving stolen goods.

5. Chan Chiu—housebreaking with intent to commit a felony.

6. Chan Chiu, Tang Wing, and Chan Kwan—(1) housebreaking; (2) receiving stolen goods.

7. Chan Chiu, Tang Wing, and Chan Kwan—(1) burglary; (2) receiving stolen goods.

8. Chan Kwan, Tang Wing.

9. Liu Ng—being a member of an unlawful society.

## EVIDENCE UNSATISFACTORY.

In regard to the Indian Pailwan Khan (who had been committed for trial on an abominable offence) the Attorney-General (the Hon. W. Meigh Goodman, Q.C.) said he had had an opportunity since the Magistrate committed the case for trial of making further enquiries into it, and he had come to the conclusion that the evidence was of that character that he could not ask a jury to convict. Therefore he had not filed an indictment against the man and did not propose to do so. Therefore probably his Lordship would allow the man to go. He might say in regard to this matter that he had made careful enquiries and had come to the conclusion that the evidence was not satisfactory. He thought it quite right of the Magistrate to commit the man for trial. He was not reflecting in the least upon the Magistrate.

The man was accordingly informed that the Attorney-General did not propose to make an indictment against him and he was discharged.

## THE CASE AGAINST BERNARD JORUS.

The Attorney-General said there was the case against Bernard Jorus. It was the first case in the calendar. His learned friend Mr. Slade appeared for the defence. He thought they would have enough business to keep them all day and that it might be said that the case would not be taken that day. He could not say much more at present, but he would release his learned friend until to-morrow and release the man from being here to-day.

The Chief Justice—Can I take it to-morrow morning?

The Attorney-General—Subject to the state of business. We can hardly tell how the cases will go to-day.

## CAUGHT RED-HANDED.

Case No. 5, in which Chan Chiu was charged with housebreaking with intent to commit a felony, was taken next. This prisoner is implicated in other cases. In this particular case he pleaded guilty.

The Attorney-General said he must ask the sentence might be postponed. There were several other cases against this man.

The Chief Justice—Do you propose to take them now?

The Attorney-General—Yes; I propose to take case No. 4 in the calendar, in which this man, another man, and a woman are implicated. He added that this man had pleaded guilty to breaking into a house at No. 2, Aberdeen Street, with intent to commit a felony on the 15th November, this being the day after a successful robbery had been committed at the same place. In consequence of the robbery on the 17th the cook hid himself in the house the following day, and in this way caught the prisoner on his breaking in.

## ROBBERY IN ABERDEEN STREET.

The fourth case was then taken, Chan Chiu, Tang Wing, and Chan Kwan being charged with (1) housebreaking and (2) receiving stolen goods. The first prisoner pleaded guilty on the first point and not guilty on the second, the second prisoner pleaded guilty on the second point and not guilty on the first, and the third prisoner pleaded not guilty on both counts.

The Attorney-General said there was another case—No. 7, in which Chan Chiu, Tang Wing, and Chan Kwan were charged with (1) housebreaking and (2) receiving stolen goods. He thought Chan Chiu might be called upon to plead in the third case—that was the charge against Chan Chiu alone.

On the indictment being read over to him the prisoner pleaded guilty of receiving and not guilty of stealing.

The Attorney-General—I am quite content with that plea, my Lord. I do not propose to proceed further with the case.

The Attorney-General said there was another case—No. 7, in which the three prisoners were concerned. Mr. Slade, who was charged with (1) housebreaking and (2) receiving stolen goods, was called upon to plead in the third case—that was the charge against Chan Chiu alone.

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son came by these things honestly. The second prisoner had pleaded guilty to receiving these things because he could not help himself, they having been found on the place where his mother was living. The first prisoner had pleaded guilty to stealing the things, and he was satisfied with that. As regarded the second prisoner, he had pleaded guilty to receiving and he was satisfied with that. He was not satisfied that he did not take part in stealing the goods, but he was satisfied with his plea of guilty of receiving. Of course the old woman pleaded not guilty, and it would be for the jury to say whether she was guilty or not.

Evidence having been given by the cook, the woman servant, and Chan Yin Ping, Sergeant Marston entered the box, and deposed to finding some of the stolen property in the cubicle, recounted by the third prisoner at No. 3, Sir King Lane, as well as the proceeds of other robberies. Some of the latter were identified by the owners.

On Kam Shing, sergeant interpreter at the Central Police Station, gave evidence as to statements made by the prisoners on their being charged. The woman in her statement said it was not she who received the property. A man named Chan brought the things to her in a trunk, and her son opened it. They took something out and went to pawn it. She knew that that was stolen property.

In his address to the jury, the Chief Justice advised them to return a verdict of not guilty on the second count against the first prisoner, seeing that he had pleaded guilty to stealing the goods. He recommended them to return a verdict of not guilty on the first count against the second prisoner, who had pleaded guilty to receiving the goods. The woman had pleaded not guilty on both counts. His Lordship reminded the jury that the Attorney-General had also given evidence of goods stolen from 11, Wing On Street, on the 10th November, and 3, Wo On Lane, on the 15th November, being found in the cubicle of the third prisoner. The jury acted upon the suggestion of the Chief Justice with regard to the first and second prisoners. They found the woman not guilty on the first count and guilty on the second count.

ANOTHER CASE AGAINST THE SAME PRISONERS.

The Chief Justice—Attorney-General: You have another case against the first prisoner. The Attorney-General said he had two or three. He did not think it would be necessary to proceed with more than one other case as things stood. The first prisoner had pleaded guilty to breaking in with intent to steal, and he had also pleaded guilty to stealing. There being two convictions against him he was inclined to stop there. As to the second prisoner, there was only one conviction against him, and he thought it would be necessary to take another case. He proposed to take the case No. 8, in which the second prisoner was discovered wearing part of the stolen property. He did not intend to proceed against the old woman further.

The sixth case was then proceeded with. The counts in the indictment were the same as in the previous case. The first prisoner pleaded guilty on the first count and not guilty on the second. The second prisoner pleaded not guilty on both counts.

The jurors were Messrs. V. F. F. Ribeiro, E. Shellin, H. B. Carter, C. Kilack, F. H. Yeats, R. Saxon, and J. M. G. Pereira.

The Attorney-General said the first prisoner had pleaded guilty to stealing, and therefore he did not care to trouble the jury about the second count of receiving so far as the first prisoner was concerned. He would be satisfied with a verdict of not guilty on the second count. As regarded the second prisoner that was a matter for the jury. The question chiefly was whether he received this property knowing it to have been stolen on the 15th November at No. 3, Wo On Street, where there were some people living. The cook went out at 11 o'clock in the morning, locking the door after him. On returning about three-quarters of an hour afterwards he found that the premises had been broken into during his absence and a number of things stolen. Among the things stolen and recovered was a waistcoat, which the second prisoner was found wearing, some of the other property being also found in the cubicle occupied by them.

Evidence was led, and the jury found the first prisoner not guilty of receiving, and the second prisoner not guilty of stealing but guilty of receiving.

The Attorney-General said there were two more cases in which these prisoners were concerned—No. 3, in which Chan Chiu was charged with (1) housebreaking and (2) receiving stolen property; and No. 7, in which Chan Chiu, Tang Wing, and Chan Kwan were charged with (1) housebreaking and (2) receiving stolen goods. He thought Chan Chiu might be called upon to plead in the third case—that was the charge against Chan Chiu alone.

On the indictment being read over to him the prisoner pleaded guilty of receiving and not guilty of stealing.

The Attorney-General—I am quite content with that plea, my Lord. I do not propose to proceed further with the case.

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## ROYAL HONGKONG YACHT CLUB.

On Sunday last the fourth club race was sailed over an eleven mile course round Comopolitan Dock Buoy, Stonecutter's Island, and a mark-beat off Green Island, leaving all marks to port. There was a moderate flood tide increasing in strength towards the finish and a light northerly wind, very variable both in direction and force.

In the first class the only absentee was the *Active*, whose sail area had been found on measurement some four feet over the limit, a somewhat mysterious growth considering neither sails nor spars had been altered since she was measured last year. On the line the wind was easterly and very light, but soon a shifty northerly breeze was picked up and the fleet started down for a race to the mark.

Half way *Irish* was leading boat with *Bonito* second, while *Alaskan*, after getting through *Gloria's* lee, was doing well and looked like getting into first place, when, miscalculating *Bonito's* pace and getting puffed off by a shift of wind, she failed to get across the latter's bows on the port tack and had to retire from the race.

*Irish* rounded the buoy first some 10 seconds or so ahead of *Bonito* and 2 mins. and 47 seconds of *Erica*. On the reach and mark *Erica* kept her improved lay lead on *Bonito*, while the remainder closed up on both. *Gloria* especially did well on the run, keeping somewhat to the northward of the leading boats. *Erica* and *Maia* *Marian* going further towards the middle of the harbour at one time seemed likely to pass the leaders, but the flickle wind failed them and being somewhat by the lee as they neared the mark were themselves passed by *Gloria*.

The times of rounding were:—

	H. M. S.	Mark.
<i>Irish</i> .....	3 24	1st
<i>Bonito</i> .....	3 30	2nd
<i>Gloria</i> .....	3 36	3rd
<i>Erica</i> .....	3 42	4th
<i>Maia</i> .....	3 48	5th
<i>Maid Marian</i> .....	3 54	

## NEW ADVERTISEMENTS

**THEATRE ROYAL CITY HALL.**  
TO-NIGHT  
**THE GREAT CATCH WEIGHT**  
COMPETITION will Commence at 9 P.M.  
Admission ... .. \$3, \$2 & \$1.  
Hongkong, 19th December, 1900. [3206]



NOTICE.

A SPECIAL MEETING of HER MAJESTY'S JUSTICES of the PEACE will be held at the Magistracy, at 2.15 P.M., on THURSDAY, the 27th day of December, A.D. 1900, for the purpose of considering an application from one WASHINGTON WOODCOCK for a Publican's License to sell and retail intoxicating liquors on the premises situated at House Nos. 192 and 194, Queen's Road East, under the sign of "THE EASTERN HOTEL."

Magistracy,  
Hongkong, 11th December, 1900. [3202]

## CHRISTMAS HOLIDAYS.

IN Accordance with Ordinance No. 6 of 1875, the undermentioned Banks will be CLOSED for the transaction of Public Business on MONDAY, TUESDAY and WEDNESDAY, the 24th, 25th and 26th instant respectively.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,  
T. P. COCHRANE,  
per Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED,  
GEO. W. F. PLAYFAIR,  
Chief Manager.

For the MERCHANT BANK OF INDIA, LIMITED,  
JOHN THURBURN,  
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, Hongkong Agency,  
L. BERINOGAGUE,  
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED,  
J. C. BERGENDAHN,  
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED,  
TAHO HODSUMI,  
Manager.

For the IMPERIAL BANK OF CHINA,  
E. W. RUTTER,  
Manager.

For the DEUTSCH-ASIATISCHE BANK,  
H. SCHOTTLEAENDER,  
Acting Manager.

Hongkong, 19th December, 1900. [3203]

TEBRAU PLANTING COMPANY, LIMITED.

NOTICE is hereby given that the FINAL CALL of \$1.00 per Share, made PAYABLE at this Office on the 5th October, 1900, on Shares numbered:-

10301-10500

10501-11000

11200-11300

11300-11350

11350-11380

11380-11385

11385-11400

must be Paid to the undersigned at the Offices of the Company, 38 & 40, Queen's Road Central, Victoria, Hongkong, on or before the 2nd day of January, 1901, and Notice is also given that in the event of non-payment of such Call at the Offices of the Company aforesaid, on or before the said 2nd day of January, 1901, the above-mentioned Shares will be liable to be FORFEITED.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 19th December, 1900. [3204]

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Company will be held at the Office of the Company, No. 1, Queen's Buildings, Victoria, in the Colony of Hongkong, on MONDAY, the 31st day of December, 1900, at 12 o'clock Noon, when the undermentioned Resolutions will be submitted to the meeting.

Should those Resolutions be passed by the requisite majority they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

PROPOSED RESOLUTIONS.

1.-That the following Article be inserted after Article 6, namely:—

"The Directors may issue Certificates for fractions of Shares, and provide for the Exchange of such fractional Certificates amounting to a whole Share or number of Shares for Certificates of a whole Share or Shares."

2.-That in Article 11 the figures "4,000" be substituted for the figures "1,000."

3.-That the existing Shares in the Capital, namely 12,500 fully paid up Shares of \$125 each, be subdivided into 31,250 fully paid up Shares of \$5 each.

4.-That in Article 47 the figures "10,000" be substituted for the figures "2,500."

5.-That in Article 53 the words "Four Thousand" be substituted for the words "One Thousand."

6.-That in Article 62 the words "for every complete additional number of Forty Shares" be substituted for the words "for every complete additional number of Ten Shares."

7.-That in Article 71 the words "more than twelve or less than six" be substituted for the words "more than nine or less than four."

8.-That in Article 73 the words "two hundred" be substituted for the word "fifty."

9.-That in Article 89 the words "and 'bonuses' be deleted, and that at the end of the same Article there be added the following paragraph, namely:—

"The Directors may also, with the consent of and in such manner, and upon such conditions, and at such times as shall be authorized by Shareholders in meeting, employ the Reserve Fund for the time being, or any part thereof, in the payment of a bonus or bonuses to Shareholders in respect of every Share and fraction of a Share."

By Order of the Board,  
D. J. MILLER,  
Chief Manager.

Hongkong, 19th December, 1900. [3205]

## NEW ADVERTISEMENTS

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain Weigall, will be despatched as above on SATURDAY, the 22nd inst., at Noon.

This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 18th December, 1900. [3200]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"ESMERALDA,"

Captain Blackland, will be despatched as above on MONDAY, the 24th inst., at 5 P.M.

This steamer has superior accommodation for Passengers and is fitted throughout with the Electric Light.

A doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 18th December, 1900. [3201]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, COLOMBO,

BOMBAY, KARACHI, ADEN, SUEZ,

PORT SAID, PIUMI AND TRIESTE.

(Taking Cargo at through rates to the BRAZILS, SOUTH AFRICA, CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE and ADRIATIC PORTS)

THE Company's Steamship

"GISELA,"

Captain F. Meese, will be despatched as above on THURSDAY, the 27th inst., P.M.

Silk and Valuable are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co.,

Agents.

Hongkong, 19th December, 1900. [6]

FOR SALE—A BARGAIN!

FOR ONE WEEK ONLY.

ALL kinds of PHILIPPINE POSTAGE STAMPS from 1854 to 1898, in any quantity.

Apply to—

M. DE ESPINOSA,

No. 4, Duddell Street,

Opposite Thomas' Grill Room.

Hongkong, 17th December, 1900. [3178]

AUCTIONS

PUBLIC AUCTION.

BY ORDER OF THE SECOND MONTGAGUE.

MR. GEORGE P. LAMBERT has received instructions from the Second Mortgagee to offer for sale by Public Auction, TO-DAY (WEDNESDAY), the 19th December, 1900, at 3 o'clock P.M., at his Office, Duddell Street, the equity of redemption of and in

ALL THAT PIECE OR PARCEL OF GROUND situated at Victoria in the Colony of Hongkong and registered in the Land Office as Inland Lot No. 982.

The Premises, upon which is erected the messuage, No. 42, D'Almeida Street, are held for the residue of a term of 999 years from the 26th June, 1843, at the Annual Crown Rent of \$12.00, and as subject to a Mortgage for \$8,500 at interest at the rate of \$6.70 per \$1,000 per Chinese Month.

Particulars and Conditions of sale may be obtained of

MESSRS. DEACON & HASTINGS,

10, Queen's Road,

Vendor's Solicitors,

and of

MR. GEO. P. LAMBERT,

The Auctioneer.

Hongkong, 4th December, 1900. 3058

PUBLIC AUCTION.

VALUABLE LEASEHOLD PROPERTIES,

situate in Ship Street,

IN SIX LOTS,

on

SATURDAY,

the 22nd December, 1900, at 3 o'clock in the afternoon, at his Auction Rooms, Duddell Street, by Mr. GEO. P. LAMBERT, Auctioneer.

Lot 1.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section A of Inland Lot No. 602, containing an Area of 933 square feet, together with the Building thereon No. 42, Ship Street. Proportion of Annual Crown Rent \$10.02.

Lot 2.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section B of Inland Lot No. 602. Area of 933 square feet. Buildings No. 46, Ship Street. Proportion of Annual Crown Rent \$9.49.

Lot 3.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section C of Inland Lot No. 602. Area of 933 square feet. Buildings No. 48, Ship Street. Proportion of Annual Crown Rent \$9.49.

Lot 4.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section D of Inland Lot No. 602. Area of 933 square feet. Buildings No. 48, Ship Street. Proportion of Annual Crown Rent \$9.49.

Lot 5.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as Section E of Inland Lot No. 602. Area of 933 square feet. Buildings No. 50, Ship Street. Proportion of Annual Crown Rent \$9.47.

Lot 6.—ALL THAT PIECE OF GROUND intended to be registered in the Land Office as the Remaining Portion of Inland Lot No. 602. Area of 984 square feet. Buildings No. 52, Ship Street. Proportion of Annual Crown Rent \$10.02.

All the above premises forming the whole of Inland Lot No. 602 are held from the Crown for the residue of a term of 999 years. The monthly rent for each House is \$76 inclusive of taxes.

For Further Particulars, apply to—

C. J. MILLER,

Vendor's Solicitor,

and of

MR. GEO. P. LAMBERT,

Auctioneer.

Hongkong, 18th December, 1900. [3168]

## AUCTION

THE ON TAI MARINE INSURANCE COMPANY, LIMITED. (IN LIQUIDATION).

MESSRS. HUGHES & HOUGH have received instructions from the Liquidator of the ON TAI MARINE INSURANCE COMPANY, LIMITED, to offer for Sale by PUBLIC AUCTION

TO-MORROW (THURSDAY),

the 20th December, 1900, at 3 o'clock P.M., on the Premises,

All those very Valuable Pieces or Parcels of GROUND centrally situated near the Harbour Office at Victoria, in the Colony of Hongkong, and Registered in the Land Office as Sub-section Nos. 1 and 2 of Section D of Marine Lot No. 225, together with the Praya Reclamation thereto.

The Property will be offered for Sale in SIX LOTS as under:—

Lot No. 1.—All that very Valuable Corner, Piece, or Parcel of GROUND registered and intended to be registered in the Land Office as Sub-section No. 1 of Section D of Marine Lot No. 225 and Section A of the Reclamation thereto with the Messuages or Tenements thereon known as Nos. 4, 6, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

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EUROPE AND THE CHINESE  
OUTBREAK.

BY M. DE BLOCH (AUTHOR OF "THE WAR OF  
THE FUTURE," &c.)

The one great danger to which the European  
Powers are subjected in suppressing the Chinese  
revolt, is that in their preoccupation with  
immediate military necessities, they may leave  
the real causes of the rebellion untouched.

The present revolt, though actually directed against  
European interference, is in itself a tribute to  
the predominance of European ideas, and any  
student of European dealings with Asiatic races  
might have foreseen that a struggle could not  
have been much longer delayed.

The triumph of the Japanese in the war of 1894 was probably  
the most important factor in the situation. It  
showed the Chinese at once the insufficiency of  
their own methods, and the means by which  
to resist such attacks in the future.

The influence of immense numbers of Chinese  
labourers returning from America must  
have given rise to further agitation in the  
Chinese mind. Side by side with these were  
a number of other causes which were bound to  
provoke an outbreak. The changed methods of  
the missionaries were one factor. The openly  
expressed intention of Europe to exploit China,  
regardless of the interests of the inhabitants,  
was another; and the industrial crisis which  
arose owing to European competition, in-  
creased the irritation. The diminution in the  
exodus of Chinese workers to Trans-oceanic  
countries led to a fall in wages, which was con-  
temporaneous with an increase in taxation arising  
from the Japanese war. Add to this the  
contemptuous bearing of the diplomatists in  
their dealings with the Chinese authorities,  
and we see all the material for a blaze. On  
the top of all came the Transvaal war, of which  
it would be absurd to suppose the Chinese  
were kept in ignorance. The process of  
reasoning of the Chinese "patriots" on this  
subject was very simple. If to defeat some  
50,000 Boers such immense efforts were neces-  
sary, what chance would there be of carrying  
out a successful offensive war against 400,000,000  
of Chinamen recently armed with equally good  
weapons? With all these factors, an outbreak  
was inevitable, and in view of the obvious  
jealousy and disagreements of the European  
Powers it is a cause of wonder not that such  
a rising should have taken place, but that it  
did not take place long ago.

With causes so deep-seated as these, it is  
obvious that the problem for Europe is not  
merely how to suppress the revolt, but how  
best to provide that it should not occur again.

This can only be done by removing the causes  
of irritation, and to outline such a policy it  
is necessary first to ask whether the scramble  
for China, with its annexations of ports and  
territories, is really such an important matter as  
is generally supposed? If China were an outlet  
for the overrunning populations of Europe, the  
desire for territory would be a very natural one.

But everyone knows that so far from this being  
so, every inch of Chinese land is already oc-  
cupied, and indeed it is only owing to the ex-  
traordinary skill and diligence of the Chinese  
that the immense population of the country is  
able to exist at all. Colonisation is, therefore,  
out of the question. The only other profit that  
Europeans can draw from China is by means of  
trade. It is the race for commercial supremacy  
that is at the bottom of the division of the  
Powers. But the trade of China, so far from  
offering opportunities of enrichment to all  
Europe, is when examined shown to be com-  
paratively insignificant. In 1898 the value of  
the imported goods consumed by China's  
400,000,000 inhabitants amounted to no more  
than £32,440,000 and the export to £26,160,000.

In order to give an idea as to the insignifi-  
cance of these figures, I may point out that  
Germany's 64,000,000 inhabitants in the same  
year imported goods to the value of  
£272,000,000, or eight times as much. That  
is to say the quantity of goods imported by 100  
Germans was sixty times greater than that im-  
ported by 100 Chinese. Germany in the same  
year exported goods to the value of £214,400,000,  
also sixty times more than China in proportion  
to population. The principle articles of  
China's import trade in 1897 were—

Opium, £2,480,000. Petroleum, £2,080,000.  
Cotton, £12,480,000. Coal, £280,000.  
Cloth, £240,000. Machinery, £240,000.  
Sugar, £1,800,000. Iron, £400,000.  
Rice, £2,400,000.

Which shows that cotton, opium, rice and  
petroleum play the chief parts in the import  
trade of the country. If we take as a basis  
of calculation that opium gives a profit of  
20 per cent., cotton, cloth and iron 10 per  
cent., sugar and rice 5 per cent., and coal  
and petroleum 4 per cent., we find that the  
total profit to be divided between the nations  
of the world is no more than £2,600,000. If we  
deduct the profit on opium, which is not prop-  
erly speaking a European profit, we find left only  
a profit of £1,320,000 on cotton and cloth, and  
£400,000 on the rest.

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It will be objected that it is not China's pre-  
sent trade, but the infinite possibilities of the  
future which the European Powers are concern-  
ed with. But this argument may be answered  
by a moment's reflection. Anyone familiar with  
the conditions of life in China must be aware  
that the very nature of Chinese society militates  
against the expansion of trade. In China women  
are slaves, and if the women of any  
European state were reduced to a condition of  
slavery the trade returns would fall off by  
half. The clothing, dwellings and food of the  
Chinese are of a most monotonous and simple  
character, and the thousand needs which are  
satisfied by means of international exchange do  
not exist. People may think that when  
China is covered with a network of rail-  
ways, its commerce will increase to immense  
proportions. But all the railways in the world  
cannot change the character of Chinese life.  
The Chinese by their very nature belong to  
the most conservative of peoples.

Yet jealously over this imaginary trade—this  
"rage for figures" as Count Caprivi called it—  
has been allowed to bring forth an anti-foreign  
movement which threatens to embroil all the  
Powers. To crush that movement may not be  
very difficult, but to prevent its recurrence  
when the Powers shall be occupied elsewhere  
needs not merely an army, but a policy also.  
Nothing can effect this but an agreement be-  
tween the Powers—not a temporary agreement  
created by a temporary danger, but a perma-  
nent agreement based upon common interests.  
The policy of the Powers must be to end the  
present mad competition for ports and trading  
stations, which the history of colonisation shows  
has invariably ended in conquest. China must  
be regarded as a country, the trade of which  
shall be open on equal terms to all. Such an  
agreement would remove all cause for quarrel,  
and if differences should arise, a stable organ  
exists to settle them in the International Com-  
mission at the Hague. It might be objected  
that if such a policy were adopted, Russia with  
her railway would be in a more advantageous  
condition than the other nations. In reality,  
however, the economic conditions of Russia are  
such that for many decades competition with  
the other Powers will be out of the question,  
even with the aid of her railway and ports.  
Nevertheless, such an agreement would be ad-  
vantageous also for Russia, for of two evils the  
lesser must be chosen, and nothing could be  
worse than the present jealous rivalry. At the  
present time a temporary agreement exists  
between the Powers in regard to China. It is  
only necessary to make it a permanent one.

It must be borne in mind that even if the  
policy of dismembering China were continued,  
that policy cannot be carried on indefinitely, and  
the time will come when it will prove as im-  
possible as it is injudicious. Within the last  
four years China has imported over a million  
magazine rifles, and what is more important  
she has learnt to some extent to manufacture  
munitions of war herself. She has a large  
number of quick-firing guns, and a considerable  
number of troops disciplined on European lines.  
The Chinese are admirable at constructing  
earthworks, and their courage, which they have  
demonstrated more than once of late, has been  
publicly recognised by the German Emperor.

To suppose a general war of conquest with  
an Empire of 400,000,000, would in face of the  
lessons taught in the South African war, be an  
act of folly, the consequences of which no man  
can predict.

## THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, as employed  
in the Continental Hospitals by E. Bouché, J. Bouché, J. Bouché,  
and others, combines all the desiderata to be sought in a  
remedy of the kind, and surpasses everything hitherto  
known.

THERAPION No. 1 is a re-  
markable remedy for the treatment of all cases of  
rheumatism, sciatica, neuralgia, and all other  
cases of acute and chronic pain, and is especially  
valuable in the treatment of the lower bowels, cough, hiccough, asthma, and  
some of the most trying complaints of this kind. It will be found  
invaluable in the treatment of all cases of rheumatism, sciatica, neuralgia, and  
all other cases of acute and chronic pain, and is especially valuable in the  
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## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	CLYDE	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 22nd inst., at Noon.
LONDON	CALOHAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 25th inst.
LONDON	ACHILLES	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 28th Jan.
LONDON	RHAPSUS	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 22nd Jan.
LIVERPOOL	DARDANUS	Brit. str.	—	Stevens	BUTTERFIELD & SWIRE	On 12th Jan.
BREMEN, via PORTS OF CALL	PRINCESS IRENE	Ger. str.	—	P. Wetlin	MESSAGERIES MARITIMES	On 9th Jan., at Noon.
MARSEILLES, &c., via PORTS OF CALL	OCEANIAN	Fren. str.	—	G. E. P. Cook	NIPPON YUSEN KAISHA	On 23rd inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, S. PORE, &c.	SHINANO MARU	Ger. str.	—	Forst	CARLOWITZ & CO.	On 24th inst.
HAVRE & HAMBURG via COLOMBO	ARAGONIA	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 30th inst.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Schmidt	CARLOWITZ & CO.	On or about 12th Jan.
HAVRE & HAMBURG	SAMBIA	Ger. str.	—	Müller	CARLOWITZ & CO.	On or about 22nd Jan.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 5th Feb.
HAVRE & HAMBURG	GISELA	Aus. str.	—	P. Mosca	SANDER, WIEBER & CO.	On 27th inst., at 4 P.M.
TRIESTE, via PORTS OF CALL	HUDSON	Brit. str.	—	Hansen	DODWELL & CO. LIMITED	Quick despatch.
NEW YORK via SUEZ CANAL	VEBONA	Ger. str.	—	Douglas	CARLOWITZ & CO.	On 21st inst.
NEW YORK via SUEZ CANAL	DEVONSHIRE	Brit. str.	—	H. Pybus, R.N.R.	SHEWAN, TOMES & CO.	On or about 30th inst.
NEW YORK	R. MORROW	Brit. ship.	—	J. S. Cox	ANNOLD, KARBURG & CO.	On 19th inst.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On 21st inst.
VICTORIA & VANCOUVER, B.C., & INLAND SEA, &c.	DUKE OF PIFE	Brit. str.	—	J. McIntyre	ARNOLD, KARBURG & CO.	On or about 31st inst.
PORTLAND, OREGON, &c., via JAPAN, &c.	TARTAR	Brit. str.	—		TOYO KISEN KAISHA	On or about 30th inst.
SAN FRANCISCO via SHANGHAI, &c.	HONGKONG MARU	Jap. str.	—		PACIFIC MAIL S.S. CO.	To-day, at Noon.
SAN FRANCISCO via SHANGHAI, &c.	CHINA	Brit. str.	—		U. & O. S. S. CO.	On 27th inst., at Noon.
SAN FRANCISCO via AMOY, &c.	DORIC	Brit. str.	—		BUTTERFIELD & SWIRE	On 5th Jan., at Noon.
SAN DIEGO, &c., via MOJI, &c.	CARLISLE CITY	Jap. str.	—		NIPPON YUSEN KAISHA	To-day.
AUSTRALIAN PORTS	ROSETTA MARU	Brit. str.	—		GIBB, LIVINGSTON & CO.	On 26th inst., at 4 P.M.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	—		BUTTERFIELD & SWIRE	On 3rd Jan., at 4 P.M.
YOKOHAMA & KOBE	TSINAN	Brit. str.	—		SANDER, WIEBER & CO.	On 6th Jan.
YOKOHAMA & KOBE	MARIE VALERIE	Aus. str.	—		NIPPON YUSEN KAISHA	On 24th inst., at Noon.
NAGASAKI, SAKURA, KOBÉ & YOKOHAMA	KANAGAWA MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 21st inst., at Daylight.
NAGASAKI, KOBÉ & YOKOHAMA	YAWATA MARU	Jap. str.	—		SHEWAN, TOMES & CO.	On 21st inst., at Noon.
VIETNAM & STOCK	CHARLES ROGIER	Jap. str.	—		BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	KIUKIANG	Brit. str.	—		BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	KWEILIN	Brit. str.	—		BUTTERFIELD & SWIRE	On 21st inst.
SHANGHAI	CHINKIANG	Brit. str.	—		NIPPON YUSEN KAISHA	On 22nd inst.
SHANGHAI, KOBÉ & YOKOHAMA	KINSHU MARU	Jap. str.	—		P. & O. S. N. Co.	On or about 24th inst.
SHANGHAI	CHUSAN	Brit. str.	—		P. & O. S. N. Co.	On or about 25th inst.
SHANGHAI & JAPAN	JAVA	Brit. str.	—		MITSUBI BUSSAN KAISHA	To-day.
FOOCHOW via SWATOW & AMOY	AKASHI MARU	Jap. str.	—		MITSUBI BUSSAN KAISHA	On 23rd inst., at Daylight.
SWATOW, AMOY & TAMSUI	TAISEN MARU	Jap. str.	—		MITSUBI BUSSAN KAISHA	On 26th inst., at Daylight.
SWATOW, AMOY & TAIWANSPOO	ANPING MARU	Jap. str.	—		BUTTERFIELD & SWIRE	On 21st inst.
SAMARANG & SOERABAYA	SHANTUNG	Brit. str.	—		BUTTERFIELD & SWIRE	To-day, at 4 P.M.
ORBI & ILOILO	KAIFONG	Brit. str.	—		JARDINE, MATHESON & CO.	On 22nd inst., at Noon.
MANILA	LOONGSANG	Brit. str.	—		SHEWAN, TOMES & CO.	On 24th inst., at 5 P.M.
MANILA via AMOY	ESMERALDA	Brit. str.	—		BUTTERFIELD & SWIRE	On 6th Jan.
MANILA	TAIYUAN	Brit. str.	—		DAVID SASSOON, SONS & CO.	On 22nd inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	ARATTOOF APCAR	Brit. str.	—			

## SHIPPING.

**ARRIVALS.**  
Dec. 17, SULLBERG, German str., 782, J. Josen, Chief 12th Dec., Beans and Ground Nuts.—SIEMSEN & CO.  
Dec. 18, SIAM, British str., 992, E. F. Stovell, Bangkok 10th Dec., General.—BRADLEY & CO.  
Dec. 18, KWANGHAI, British steamer, 1,467, Lincoln, Canton 17th Dec., General.—CHINESE.  
Dec. 18, ESANG, British steamer, 1,118, Roops, Canton 17th Dec., General.—JARDINE, MATHESON & CO.  
Dec. 18, TERTOS, German str., 1,033, H. Clausen, Java 5th Dec., Sugar.—SIEMSEN & CO.  
Dec. 18, WILHELMINA, Dutch str., 2,791, J. de Vries, Manila 12th Dec., Ballast.—OARS.  
Dec. 18, HONG BEI, British str., 2,056, Peters, Penang 9th Dec. and Singapore 11th, General.—CHINESE.  
Dec. 18, PROTOLA, German str., 875, E. Hass, Chief 13th Dec., General.—MEYER & CO.  
Dec. 18, TATEGAMI MARU, Jap. str., 1,674, H. Sakamoto, Moji 13th Dec., Coal.—MITSUBI BUSSAN KAISHA.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
15th DECEMBER.  
Rhineus, Dutch str., for Shanghai.  
Hillock, British str., for Swatow.  
Atschi Maru, Japanese str., for Swatow.  
Michael Jelen, German str., for Haiphong.  
Sungkong, British str., for Amoy.  
Felaya, British str., for Singapore.  
Lyemton, German str., for Shanghai.  
Hating, French str., for Haiphong.  
Anping, British str., for Shanghai.  
Perla, French str., for Amoy.  
Hailong, British str., for Swatow.

## DEPARTURES.

Dec. 18, LODIANA, British str., for Calcutta.  
Dec. 18, LYEMOON, Ger. str., for Shanghai.  
Dec. 18, CHINA, German str., for Saigon.  
Dec. 18, TAIWAN, British str., for Swatow.  
Dec. 18, CHENG H. KIAN, Brit. str., for Amoy.  
Dec. 18, PHEA C. C. Kiao, British str., for Bangkok.  
Dec. 18, HAILONG, British str., for Swatow.  
Dec. 18, ANPING, British str., for Shanghai.  
Dec. 18, PERLA, British str., for Manila.  
Dec. 18, HATING, French str., for Haiphong.

## VESSELS IN DOCK.

ABERDEEN DOCKS.—  
Kowloon Docks.—Tartar, Clara, H.M.S. Otter, Empress of Japan, H.M.S. Sandpiper, H.M.S. Eudynion.  
COSMOPOLITAN DOCK.—Argyll.

## VESSELS ON THE BERTH

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.  
IN CONNECTION WITH THE  
ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
AND SAN FRANCISCO,  
via INLAND SEA OF JAPAN AND  
HONOLULU.  
TAKING CARGO AND PASSENGERS  
TO JAPAN PORTS AND  
HONOLULU.  
THE UNITED STATES:  
MEXICO, CENTRAL AND SOUTH  
AMERICA, &c.  
S.S. "CARLISLE CITY".....On 19th Dec.,  
3,002 Tons.....

S.S. "BERGENHUS".....On 30th Dec.

THE Steamship "CARLISLE CITY"  
will be despatched for SAN DIEGO and  
SAN FRANCISCO via MOJI, KOBÉ,  
YOKOHAMA and HONOLULU, on WED-  
NESDAY, the 19th December.  
Through Bills of Lading issued to any point  
in the United States.  
Cargo will be received on board until 5 P.M.  
the day previous to sailing. Parcel Packages  
will be received at the Office until the same  
time. All parcels should be marked to address  
in full. Value of same is required.  
Consular Invoices, to accompany Cargo des-  
tined to points beyond San Diego, should be  
sent to the Company's Office, addressed to the  
Collector of Customs, San Diego.  
For further information as to Freight or  
Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, China and Japan.  
Hongkong, 19th December, 1900.

## VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR CEBU AND ILOILO.  
THE Company's Steamship

"KAIFONG."  
Captain Pennell, will be despatched as  
above TO-DAY, the 19th inst., at 4 P.M.  
The attention of Passengers is directed to  
the Superior Accommodation offered by this  
twin-screw Steamer.  
A duly qualified Surgeon is carried and the  
Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 18th December, 1900. [3114]

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR FOOCHOW via SWATOW AND  
AMOY.  
THE Company's Steamship

"AKASHI MARU."  
Captain K. Suzuki, will be despatched for the  
above port TO-DAY, the 19th inst.  
For Freight or Passage, apply to  
THE MITSUBI BUSSAN KAISHA,  
Agents.  
Hongkong, 6th December, 1900. [2524]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR YOKOHAMA AND KOBE.  
THE Company's Steamship

"TSINAN."  
Captain Anderson, will be despatched as above  
TO-DAY, the 19th inst.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 15th December, 1900. [3044]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR SHANGHAI.  
THE Company's Steamship

"KIUKIANG."  
Captain Hopkins, will be despatched as above  
TO-MORROW, the 20th inst.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 14th December, 1900. [3195]

FOR WLADIWOSTOCK.  
THE Belgian Steamship

"CHARLES ROGIER."  
Captain Herfurth, will be despatched for the  
above port TO-MORROW, the 20th inst.,  
at 4 P.M.  
For Freight or Passage, apply to  
SIEMSEN & CO.,  
Agents.  
Hongkong, 15th December. [3176]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR SHANGHAI.  
THE Company's Steamship

"KWEILIN."  
Captain Mackenzie, will be despatched as above  
on FRIDAY, the 21st inst.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 16th December, 1900. [3194]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR SAMARANG AND SOERABAYA.  
THE Company's Steamship

"SHANTUNG."  
Captain Quayle, will be despatched as above  
on FRIDAY, the 21st inst.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 16th December, 1900. [3116]

FOR NEW YORK.  
THE 3/5 L.I. British Bark

"R. MORROW."  
Captain Douglas, having arrived, is now loading  
here for the above port and will have quick  
despatch.  
For Freight apply to  
ARNOLD, KARBURG & CO.,  
Agents.  
Hongkong, 12th December, 1900. [2888]

## HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,  
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA  
and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARAGONIA	HAVRE AND HAMBURG via COLOMBO (London with transshipment in Hamburg)	Noon, 24th } Freight.
WITTENBERG	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 30th } Freight.
SAMBIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 12th } Freight.
SILESIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 22nd } Freight and Passage.
SIBIRIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 5th } Freight and Passage.

For further particulars as to Freight, Passage, etc., apply to  
CARLOWITZ & CO.,  
AGENTS.  
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,  
OSTASIATISCHER FRACHTDAMPFER DIENST.  
Hongkong, 17th December, 1900. [19]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR LONDON, &c., via SHANGHAI, &c.  
STEAMERS TO SAIL ON REMARKS.

LONDON, &c., via SHANGHAI, &c. (CLYDE).....(Noon, 22nd) See Special Advertisement.  
SHANGHAI.....(CHUSAN).....(About 24th) Freight or Passage.  
SHANGHAI AND JA-PAN.....(G. W. Gordon, R.N.R.).....(About 25th) Freight or Passage.

PAK.....(G. W. Gordon, R.N.R.).....(Dec.) Freight or Passage.

PASSENGER SEASON, 1901.

S.S. PLASSY.....7,240 tons.....March 30th } MARSEILLES AND LONDON DIRECT  
S.S. SOBBAON.....7,382 tons.....April 27th } Without Transshipment.

For Further Particulars, apply to  
A. M. MARSHALL,  
Acting Superintendent  
Hongkong, 19th December, 1900. [1]

## NORTHERN PACIFIC

## STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI,  
INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
DUKE OF PIFE	3,821	J. S. Cox	December 21
VICTORIA	3,542	J. Foster	December 28
QUEEN ADELAIDE	2,832	E. McNair	January 4
GOODWIN	4,421	A. Jackson	January 18

THE attention of Passengers is directed to the very cheap rates offered by this Line to the  
PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED  
STATES and to EUROPE.

HONGKONG to LONDON, 232.  
Excellent accommodation. First class Table. Doctors and Stewards carried.  
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.  
HONGKONG to NEW YORK, 248.

The Railroad travelling is second to none on the American Continent; two trans-continental  
trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night.  
TACOMA to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Moun-  
tains. The Yellowstone National Park.

HONGKONG to VICTORIA AND TACOMA, 235.  
The best route to the Klondike Gold Fields. Frequent sailings from VICTORIA  
and TACOMA to Denali, Alaska.

Rates of Passage reduced. Points of application.  
A Special rate allowed to members of Government Service.  
For further information as to Freight or Freight, apply to  
DODWELL & CO. LIMITED,  
General Agents.  
Hongkong, 16th December, 1900. [110]

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ,  
PORT SAID, NAPLES, GENOA, ANTWERP,  
BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;  
ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON  
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES  
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINCESS IRENE	WEDNESDAY 9th January, 1901.
PRINZ HEINRICH	SATURDAY 12th January, 1901.
PRINZEN	WEDNESDAY 23rd January, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 6th February, 1901.
SACHSEN	WEDNESDAY 20th February, 1901.
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 6th March, 1901.
HATERN	WEDNESDAY 20th March, 1901.
STUTTGART	WEDNESDAY 3rd April, 1901.
KONIG ALBERT	WEDNESDAY 17th April, 1901.
PRINZ HEINRICH	WEDNESDAY 1st May, 1901.
PRINCESS IRENE	WEDNESDAY 15th May, 1901.

ON WEDNESDAY, the 9th day of January, 1901, at Noon, the Steamship "PRINCESS IRENE" of the Norddeutscher Lloyd, Captain P. Wetlin, with MAILES, PASSENGERS SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 7th January, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 8th January, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 8th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewards.  
Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
MELCHERS & CO.,  
AGENTS.

Hongkong, 19th December, 1900.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA  
AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND  
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).

"EMPEROR OF JAPAN." Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th Dec., 1900.  
"EMPEROR OF CHINA." Comdr. R. Archibald, R.N.R. WEDNESDAY, 16th Jan., 1901.  
"EMPEROR OF INDIA." Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 13th Feb., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous  
INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN-  
COUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and  
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS  
of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent  
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection  
is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines,  
which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return  
tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL FARES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and  
Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS  
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL  
TRAINS (the Company having received the highest award for same at recent Chicago World  
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY  
through which the Railway passes.

THE DINING CABS AND MOUNTAIN HOTELS of this route are owned and operated  
by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Felder's Street  
Hongkong, 22nd November, 1900. [9]

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
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KANAGAWA MARU.....(NAGASAKI, SAKURA, KOBÉ and YOKOHAMA).....(Friday, 21st Dec., at DAYLIGHT.)  
YAWATA MARU.....(NAGASAKI, KOBÉ and YOKOHAMA).....(Friday, 21st Dec., at Noon.)

KINSHU MARU.....(SHANGHAI, KOBÉ and YOKOHAMA).....(Saturday, 22nd Dec., at 4 P.M.)

SHINANO MARU.....(MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID).....(Friday, 28th Dec., at DAYLIGHT.)

ROSETTA MARU.....(SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE).....(Friday, 28th Dec., at 4 P.M.)

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the  
United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and  
Atlantic Steamers.

For further information as to

## VESSELS ON THE BERTH

## TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) WEDNESDAY, Dec. 19, 1900, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 13, 1901, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Feb. 7, 1901, at Noon.

## THE Twin-Screw Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU TO-DAY, the 19th December, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 26th November, 1900. [3]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"VERONA" will be despatched for the above port on FRIDAY, the 21st December.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 8th December, 1900. [3088]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERHIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"CLYDE" Captain A. L. Valentini, carrying Her Majesty's Mails, will be despatched from this port on SATURDAY, the 22nd December, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 10th December, 1900. [1]

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"ARATON APGAR" Captain A. Stewart, will be despatched for the above ports on SATURDAY, the 22nd inst., at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & CO., Agents.

Hongkong, 17th December, 1900. [3188]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI

THE Company's Steamship

"CHINKIANG" Captain Vaughan, will be despatched as above on SATURDAY, the 22nd inst., at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th December, 1900. [3194]

## VESSELS ON THE BERTH

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"TAIJI MARU," Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 23rd December, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th December, 1900. [15]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"MARIE VALERIE," will leave for the above places on MONDAY, the 24th inst., P.M.

For Freight or Passage, apply to SANDER, WHEELER & CO., Agents.

Hongkong, 17th December, 1900. [6]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU," Captain S. Atsami, will be despatched for the above ports on WEDNESDAY, the 26th December, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 12th December, 1900. [1443]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MANILA.

THE Steamship

"HUDSON" will be despatched for the above port about the end of December, and will be followed by the Steamship

"POLAR ST. JERNEN" about the middle of January, 1901.

For Freight, apply to DODWELL & CO., LD., Agents.

Hongkong, 3rd December, 1900. [3045]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN" Captain Helms, will be despatched for the above ports on THURSDAY, the 3rd January, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from America are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 17th December, 1900. [3189]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 5, 1901, at Noon.

CORTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 22, 1901, at Noon.

GARLIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Feb. 23, 1901, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 23rd January, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, General Agent for China and Japan.

Hongkong, 12th December, 1900. [14]

## VESSELS ON THE BERTH

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Dec. 27, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 22, 1901, at Noon.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURS., Feb. 14, 1901, at Noon.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 27th December, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 5th December, 1900. [3]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE" will be despatched for the above port on or about the 30th December, 1900.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 8th December, 1900. [2338]

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

TAKING CARGO TO JAPAN PORTS, THE UNITED STATES, AND CANADA.

THE Steamship

"ADATO" 2,145, Captain J. McIntyre, will be despatched for the above ports on or about 30th Dec. for PORTLAND (OR.) via MOJI, KOBÉ, and YOKOHAMA.

Through Bills of Lading issued to any point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Undersigned until the same time. All Parcels should be marked to address in full.

Value of same is required.

Consular Invoices to accompany cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to ARNHOLD, KARBBERG & CO., Agents.

Hongkong, 24th November, 1900. [2905]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in OYIA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service to and from CALCUTTA. Sailings from CALCUTTA for CAPT. PERRY every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

## VESSELS ON THE BERTH

## COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 18th December, 1900, at 1 P.M., the Company's Steamship "OCEANIAN," Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Ville de la Ciotat*, which vessel takes on her Passengers and Mails, leaving that port on the 12th January, 1901, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 30th December. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 18th December, 1900. [2]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

THE Company's Steamship

"TARTAR," Captain G. D. BOWLES, E.N.E., will leave Hongkong on or about MONDAY, the 31st December, 1900.

For VICTORIA AND VANCOUVER, B.C. (via INLAND SEA, KOBÉ and YOKOHAMA).

Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe.

For Freight or Passage, apply to D. E. BROWN, General Agent, Hongkong.

Hongkong, 19th December, 1900. [3108]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN" Captain Nelson, will be despatched as above on SUNDAY, the 31st January.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th December, 1900. [3188]

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN" Captain Nelson, will be despatched as above on SUNDAY, the 31st January.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th December, 1900. [3184]

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"RHUPEUS" are hereby notified that the Cargo is being discharged at the wharf, and for landed at the Godowns of the Undersigned in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 17th instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 22nd instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 27th inst.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th December, 1900. [3028]

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARATON APGAR," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 P.M. of the 16th inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & CO., Agents.

Hongkong, 15th December, 1900. [313]

## HONGKONG.

## STEAMERS.

Alaska Maru, Jap. str., 874, Suzuki, Dec. 16, B. M. Kaisha.

